



## Advertisements.

### MARINE CLUB.

A SPECIAL GENERAL MEETING will be held in the Reading Room of the above Club, on MONDAY, the 20th instant, at 9 P.M. Business—Adoption of the Resolutions passed at the Last Meeting and alteration of Rules as per draft rules circulated. All Members are requested to attend. By Order of the Committee, JAMES EDWARDS, Secretary.

Hongkong, 17th June, 1898. [763]

### VICTORIA CHAPTER.

No. 525, E.C.

AN EMERGENCY CONVOCATION of the VICTORIA CHAPTER will be held at the FREEMASONS' HALL, on THURSDAY, the 23rd instant, at 8.30 p.m. precisely. Visiting Companions are cordially invited to attend. Hongkong, 17th June, 1898. [766]

### DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"HAIMUN," Captain Hodges, will be despatched for the above Ports, on SUNDAY, the 19th instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAIRRAK & Co., General Managers.

Hongkong, 17th June, 1898. [759]

### INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, SOERABAYA AND SAMARANG. THE Company's Steamship

"AMARA," Captain P. H. Rolfe, will be despatched as above on MONDAY, the 20th instant, at Noon.

For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers.

Hongkong, 17th June, 1898. [743]

### FOR KOBE AND YOKOHAMA. THE Steamship

"KEELUNG," Captain Taro, will be despatched on MONDAY, the 20th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th June, 1898. [764]

### FOR SINGAPORE. THE Steamship

"CHARTERHOUSE," Captain H. Smith, will be despatched for the above Port on TUESDAY, the 21st instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 17th June, 1898. [765]

### OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL. THE Company's Steamship

"ORESTES," Captain Pelford, will be despatched as above on MONDAY, the 27th instant.

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 17th June, 1898. [762]

### THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES. FROM SWANSEA, GLASGOW, LIVERPOOL AND SINGAPORE.

THE Company's Steamship

"PARKING," having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Underwriters before Noon of the 23rd instant or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 23rd instant at 3 P.M.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 23rd instant will be subject to rent.

Bills of Lading will be countersigned by HOLLIDAY, WISE & Co., Agents.

Hongkong, 17th June, 1898. [7-7 762]

### DAKIN, CRUICKSHANK & COMPANY, VICTORIA DISPENSARY, HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRY VADE, &c.

DAKIN, CRUICKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to Hotels, Clubs, Messes and Large Consumers.

Any complaints should be addressed to the Manager.

Hongkong, 1st March, 1897. [30]

## Intimation.



A. S. WATSON & CO., LIMITED.

SOLE AGENTS IN HONGKONG, CHINA

AND MANILA FOR

'NESTOR' SANITARY FLUID.

DISINFECTANT, GERMICIDE, ANTISEPTIC AND DEODORISER, NON-POISONOUS, NON-CORROSIVE, DOES NOT STAIN.

OPINION OF A LEADING EXPERT.

'NESTOR' FLUID is a powerful Disinfectant and Germicide, and is a Deodoriser of the highest order.

A. B. GRIFFITHS, F.R.S.E., Member of the Chemical Societies of Paris and St. Petersburg; Bacteriological and Agricultural Expert.

5 gallon drum ... .. \$10.00

1 do ... .. 4.25

1 do ... .. 2.25

Plat tin ... .. 0.50

'APENTA.' The best Natural Astringent Water bottled at Buda-Pest under the direct supervision of the Royal Hungarian Chemical Institute.

A. S. WATSON & CO., LD. THE HONGKONG DISPENSARY. ESTABLISHED A.D. 1841. Hongkong, 16th May, 1898. [7]

DEATH. June 7th, at CHU Field, Nagasaki, KANAME MacEwan, the beloved son of Mr. and Mrs. A. P. MacEwan, of Hongkong. Aged 2 years and 4 months.

THE Hongkong Telegraph

HONGKONG, FRIDAY, JUNE 17, 1898.

NOTES AND COMMENTS.

Reuter tells us that the German papers are openly discussing the possibility of the acquisition of a port in the Philippines, which tends in some measure to confirm the report that the Germans meditate the seizure of the Sulu group. News from Manila, received to-day by H.M.S. *Linnæ*, also points the same way, for the Spaniards there apparently look upon the Germans as friends, and are in hope of German intervention putting an end to the war. That this is the case is proved by the fact that a short time back, the Captain and officers of the German cruiser *Irene* accompanied the highest of the Spanish staff officers on a picnic to San Juan, the furthest Spanish post from Manila. Here a champagne tiffin was served and the captain of the *Irene* is stated to have said in a speech that the Americans shall never annex the Philippines while WILLIAM II remains German Emperor. This was of course well received by the Spanish officers present, and even if, as is probable, it was simply an after tiffin speech and as such should carry no weight, it is still calculated to increase the Spaniards' friendship for Germany and all things German.

Another occurrence also appears to point to an understanding between the Germans and Spanish. The Governor General of the Philippines sent a request to Admiral Dewey that boats might be allowed to anchor in the bay, under the German flag, with Spanish wounded on board. To this the American Admiral replied that he could not see why the boats should be under the German flag. All negotiations had hitherto been carried on through the British and the boats with sick and wounded could be placed under the British flag if necessary.

If, as we suggested yesterday, it should turn out that Germany has purchased the Sulu Islands from Spain, and attempts to occupy them, then it will be the duty of the British Government to protest strongly against any such action, as the islands lie in the direct line of communication between Hongkong and Australia, and their occupation by a foreign power would be a menace to British trade in the event of hostilities. It hardly seems probable that Germany would throw in her lot with Spain, but it is possible nevertheless, and it is always as well to look for possibilities. The concentration of German warships at Manila does not, we believe, warrant the attention of the public at home, for at the time the *Linnæ* left Manila there were only the *Katharin Augusta*, the *Cormoran* and *Irene* there, and this force should not strike terror into the hearts of the Americans.

Still affairs appear to be developing, and it behoves the British authorities to keep their eyes open. We should like to ask if any official record has been kept of the movements of foreign ships and troops on this station of late, and whether the Naval authorities are aware of the disposition of the German, Russian and French fleets at present?

## REUTER'S MESSAGES.

GERMANY IN THE FAR EAST. LONDON, June 15th.

The German newspapers are openly discussing the probability of Germany securing a port in the Philippines.

THE SPANISH-AMERICAN WAR. An American lieutenant who made a tour of observation of Santiago harbour reports that the whole of the Spanish fleet is there.

Admiral Sampson wires that the bodies of the American dead have been barbarously mutilated.

DEFEAT OF THE FRENCH GOVERNMENT. The French Government has been defeated by fifty on a debate of general policy. Subsequently a general resolution of confidence was adopted by a majority of twelve in spite of which it is believed the cabinet will resign.

THE PLAGUE. During the 24 hours up to noon, 17th June, 3 new cases and 1 death from plague were reported, making the total since 1st January (168 days), 1,287 cases and 1,132 deaths.

LOCAL AND GENERAL. H.M.S. *Linnæ* arrived here to-day from Manila.

COL. Wogack, Governor of Port Arthur, arrived in Shanghai on 13th inst.

H.M.S. *Victorious* from Wei-hai-wei paid her first visit to Nagasaki on 9th inst.

A NUMBER of people were to-day fined \$10 each for having cockle shells in their dwellings.

For the unlawful possession of two bags of sugar a boatman was to-day fined \$15 or six weeks.

A CHINAMAN, for returning from banishment, to-day received a sentence of 12 months' hard labour.

A PLAGUE case was found on the steamer *Hibiscus* which arrived at Kutchicou from Hongkong on 2nd inst.

For the illegal possession of a number of revolvers a Chinese cook was to-day fined \$10, in default three months' gaol.

For stealing two clocks, a waterproof coat, a jacket and a pair of trousers a coolie was to-day sent to gaol for six days with hard labour.

The letter of our resident correspondent at Manila will appear in to-morrow evening's paper, having reached us too late for to-day's issue.

SEVERAL illegal weight cases came before Capt. Hastings to-day and after evidence by Inspector Duncan, fines of \$15 each, in default six weeks, were imposed.

A CHINESE baker was charged to-day by Inspector Allen with having a urinal in his bakehouse. There was no defence and the culprit was fined \$25.

INSPECTOR HANNAH caught a batch of four gamblers in Queen's Road West yesterday. The first was sentenced to pay \$15 or six weeks and the others got off with \$2 or 14 days.

INSPECTOR Cuthbert to-day charged six men with gambling at No. 7 Ship St. The first defendant was fined \$15 or six weeks, the fourth \$5 or 14 days; and the others \$1 or 7 days.

MR. Frosell wired to Reuter's agent in Shanghai from Colombo, via Bhamo, on 12th inst. stating that he is leaving there by P. & O. steamer *Baharat* and requests him to make public that Mr. Ernest Hosney's failure does not affect Messrs. Hooley, Jamieson, Limited.

INSPECTOR FAD to-day prosecuted Mr. S. S. Benjamin of the Peak for allowing a ferret, as dog to go unlicensed. One of Major-General Black's chair coolies was stated to have been bitten by the dog and he showed the court certain marks. Mr. Geddes appeared for defendant and after hearing evidence Capt. Hastings dismissed the case.

THE American four-masted ship *Dirigo* has arrived at Woon-g from New York, having left that port on the 12th January. After entering China Sea, when a L.V. 8 deg N, she was spoken by an English steamer and informed that war had broken out. The Philippines were accordingly given a wider berth than usual, and the *Dirigo* arrived safely at Woon-g without having encountered any untoward adventure. She belongs to the same line as the *Shenandoah*, whose capture was reported at the commencement of the war.

EDWARD Allan Wallace Mackay who was recently referred to as having been arrested to Kobo on the charge of defrauding Inouye Kichel of a cigar case and yen 100 cash was committed for trial at the British Consular Court on 8th inst. He refused to make a statement until he was brought before a jury. The Yokohama papers publish on the authority of the police a long by account of similar doings on the part of Mackay at Yokohama, and it appears that he will have to go there for trial on several charges. He is alleged to have defrauded both foreigners and Japanese of amounts aggregating about yen 250. The *Yokohama* papers were precisely the same as that in Kobe. In one case the caution of a Japanese jeweller at Yokohama defeated his design. He selected a gold watch worth yen 300 and tendered a cheque, signed "C. Nelson," for yen 370. Although Mackay represented the bank to be closed, the jeweller went there and ascertained that the cheque was a bogus one. When he returned to the shop Mackay had disappeared.

THE German transport *Darmstadt* arrived at Shanghai on 13th inst. with troops en route to Kiao-chow.

INSPECTOR Reide to-day charged a Chinaman with obstructing a lane off Wing Sing Street. A fine of \$25 was imposed.

A BOATMAN and woman, charged with making fast to the *Parkway* while under way were to-day fined \$25 and \$10 respectively.

THE German cruiser *Katharin Augusta* left Nagasaki on 9th inst. for Manila. It was reported that the *Katharin* would follow on the 13th.

We hear, says the *N. C. Daily News*, that a movement is on foot among some of the enlightened young Chinese and their Japanese friends to promote a visit to the Emperor of China by the Emperor of Japan. It is hoped that if this can be accomplished, it will result in a pro-Asiatic alliance for the conservation of the integrity of China and Japan, and that the Emperor of Japan may be able to persuade his brother at Peking to come out of his Palace and see something of the outside world, a consummation devoutly to be wished.

ILLEGAL TAXATION IN KWANGTUNG. (From our Special Correspondent.)

CANTON, June 15th.

Writing from this city on the 15th February I reported that the Lott-shui Farmer, who can afford to give 12,000,000 per annum for the "right" to levy a destination tax on all imports after they have paid import duty and one-half duty for Transit Pass, was in hot water, the Central Government having directed the Viceroy of the Liang Kwang, by wire, to immediately abolish the Lott-shui Farm. The Lott-shui tax was wholly illegal; it was a great hindrance to the development of trade, and it seriously affected foreign goods destined for towns situated in nine prefectures of the province of Kwangtung. The Central Government, pressed by the German and other Ministers in Peking, gave imperative orders that the monopoly be immediately abolished and the Farmer sent to Peking for examination by the proper Board.

The Viceroy and his Deputy, Wong, have not obeyed the orders of their superiors in Peking. They issued a notification stating that orders had been received from the Tsungli Yamen that the Lott-shui Farm be abolished; but, to save "face," the notification went on to say that a destination tax would be collected in future by the Lekin Bureau, the Farm being therefor abolished.

The Lott-shui Farmer (Chen) has never been sent to Peking, but a friend of his, one Lo, went to Peking and so skillfully "greased the wheels" of government that a warrant for the arrest of Mr. Chen has not yet been issued. The result of all this shuffling has been, and still is, disastrous to trade. True, the illegal Lott-shui is no longer levied, but a tax, known as *Tsoli*, or landing tax is levied on the same syndicate that ran the Lott-shui Farm. In fact, the Lott-shui is levied to this day under another name. It is *Tsoli* instead of Lott-shui and is reduced by about one-half, being 15 cents per case on kerosene oil instead of 30 cents as formerly. These are the efforts of the Ministers in Peking rendered useless and the promises of the Central Government violated. It must be well-known to the Central Government that an illegal tax known as *Tsoli* is being levied and that the provincial officials are thereby "keeping faith" with the Lott-shui Farmer. The provincial officials are very honourable when it pays them not to ignore the pledges of the provincial Treasurers.

Some weeks ago the Hongkong Chamber of Commerce addressed Sir Claude MacDonald on the subject of illegal taxation in South China and enclosed with his ably written despatch most interesting letters received from Mr. Byron Brown, who pointed out that the levy of *Tsoli* was a hindrance to trade and that the new Transit Pass Rules which provide for the sale of goods en route to a given destination in the interior, Mr. Brown is quite right. It matters not what the tax is called. There's nothing in the name of it. Nothing hinges on the name. A landing tax, as the illegal impost is called, is just as objectionable as a destination tax, for it can be levied as soon as the goods are landed and pass into possession of a Chinese merchant and every place goods are landed at becomes the *destination* and it therefore follows that the Landing Tax (*Tsoli*) is, in fact, a Destination Tax. And it should be borne in mind that the Lott-shui is a Destination Tax.

It is to be hoped that Sir Claude will, as soon as he can find time, press this matter on the attention of his colleagues and induce them to join with him in urgent representations to the Central Government, demanding not only the abolition of this illegal impost but also the prohibition of any tax of a like nature being levied under pain of arrest and banishment for life. Failing this, the only way in which the vendor and the consumer can be protected is for the Foreign Customs when issuing Transit Passes to be authorised to levy a small extra charge which shall be paid once a quarter to the Provincial Treasurer to make good the loss the provincial treasury would sustain through the abolition of the Lott-shui or *Tsoli* Farm. Of course it may be argued that not-withstanding the payment of the extra charge the provincial officials will continue the levy of illegal taxes on trade. They will call it a "city tax" or something of that kind. The reply to that should be, I take it, that any breach of good faith in the premises should be followed by the payment to aggrieved parties of the full amount of their losses, such payments to be made by the Commissioner of Customs who will accept proof submitted by claimant's Counsel and who will himself cause payment to be made out of the money collected and held for the Provincial Treasurer.

Amongst other things that could be done to protect trade, is the issue of a proclamation, to be posted in every city in China, setting forth the fact that Destination or Landing Tax is abolished and anyone attempting to levy such a tax shall render himself liable to deportation, or at least to imprisonment for life. The form of proclamation should be approved by the *Corps Diplomatique* in Peking and it should be the duty of the Foreign Ministers to send suitable Consular officers through the provinces (say British and French officers through Southern provinces, German and British through Central provinces, and so on) to see that the proclamation is duly posted where the people can read it.

Something must be done, and done soon, otherwise the opening of the inland waters and New Transit Pass Rules will be of much less value than we have good reason to expect if our Twenty Rights are properly respected.

## THE WAR.

### LATEST NEWS FROM MANILA.

#### ARRIVAL OF H.M.S. "LINNÆ."

H. M. S. *Linnæ* arrived here this morning from Manila, having left that port at six o'clock on the morning of Tuesday last.

The rebels are daily closing in upon the town of Manila; and when the *Linnæ* left had approached to within a mile and a half of the place, the Spanish troops being steadily driven back from one post to another as the rebel advance continued.

Most of the British ladies have now taken refuge upon the ships in the harbour, but the men still stick to the town and things go on very much as usual. On Monday night the rebels had come so close in that the British Consul slept on board the *Immortalité*, as it was probable that the rebels might rush the town at any moment, and the outlying houses were unsafe owing to the rebel fire. The same night a large fire was seen to the north of the Pasig River and it is believed that the rebels fired the kerosene stores.

Food is undoubtedly scarce, but is not unobtainable by any means, and it is said that the Spaniards have a large store of provisions in the old Citadel, where they intend holding out as long as possible should the rebels or Americans attempt to carry the town. Potatoes and a few other articles had given out completely, but all the same a fairly good tiffin was obtainable at the Club.

The Americans were of opinion that the town could not hold out for another three days after the *Linnæ's* departure, but the Spaniards were confident of holding the place.

The rebels claim to have captured two thousand Spanish troops including some five hundred officers since the arrival of the American squadron.

The foreign warships in Manila were the German cruisers *Irene*, *Katharin Augusta* and *Cormoran*, the French cruiser *Brutus*, the Japanese cruiser *Matsumoto*, the British cruiser *Immortalité*, and the gunboat *Rattler*.

Our special correspondent reports that the garrisons in the provinces around Manila have all been simultaneously attacked and overpowered by the rebels. Some few surrendered and have been taken prisoners and well treated, but the majority resisted and were slaughtered.

The Southern section of the rebel forces is driving the Spanish gunboats down the Pasig river but few casualties have occurred. The Spanish soldiers are shamefully underfed and many have assumed our correspondent that they have never had any target practice whatever, but still they are anxious to fight and are confident that the enemy's forces are equally undisciplined.

The Captain General at a council of war proposed to surrender on account of resistance being useless and he did not see the good of such a deplorable expenditure of heroic blood as must take place, for all efforts to resist the enemy would be futile on account of the lack of training of the troops, the insufficiency of supplies and the smallness of the force at his disposal. The other members of the council were furious at this proposition and the Captain General resigned and was superseded by his second in command.

Admiral Dewey is unable to restrain the rebels, but interference is not needed as no excesses have been committed by them. The rebels propose the establishment of a republic under Anglo-American tutelage and have already hoisted the rebel flag, while a Proclamation of Independence is to be signed on the 20th inst.

On the 8th instant the Manila Banks shipped specie to the value of a million dollars on board the *Immortalité* for safety, and Admiral Dewey gave permission for Spanish non-combatants to be removed from the city in Spanish merchant steamers.

The Spaniards are still working away at their defenses, but the work is useless. In the rebel attacks the Spaniards fire at every puff of smoke that shows from the jungle, and so exhaust all their ammunition and the rebels are thus able to capture each successive point with little or no loss to themselves.

A Spanish officer who was left in charge of an important post is said to have left the place in command of his subordinate and come into Manila, where he was found drunk. He was tried and shot.

Firing now goes on daily all round Manila, and the outlying houses are unsafe owing to the rebel bullets striking them. The rebels are well within gunshot of the town itself, and the capture of Manila will probably be only a question of time. Still the Spaniards are as confident as ever of repelling all attacks and do not appear to realise that the beginning of the end has at last arrived.

(From our Special Correspondent.)

MANILA, June 8th.

Admiral Dewey was good enough to say that as far as he was concerned I could go just where I liked, when I liked, and how I liked. He is always courteous and cordial to pressmen, and was anxious to get all the news from Hongkong, for that is at present the sole connecting link between Manila and the rest of the earth. Heaps of newspapers had just arrived, but people who are completely cut off for days or weeks want "everything at once," especially at a critical period. In return, he had not much information to give: the American squadron was simply awaiting the arrival of troops, and meantime nothing doing but daily routine work on the ships, patrolling at Cavite, and a sharp look-out seaward. The rebels were trying to do something ashore, but that was merely a matter for the rebels and Spaniards to attend to, and the Americans had nothing to do with it. For the present, if I wished I could find accommodation on one of the American transports at Cavite, and settle down to wait for the troops, as I was equally free to go ashore on which side I chose, and take my chances with the Spaniards or the rebels. The Americans are not as suspicious as some other nations: that every journalist is a spy. Too many military and naval officers of

our own country as well as others affect to regard newspaper men as an unmitigated nuisance and a distinct danger. Some officers are themselves a greater nuisance and danger. So it was certainly in China, when at war with Japan: the poor Chinamen would have been much better, but for their officers.

However, it was one thing to say "Go everywhere you wish," and quite a different matter to say how. Even a war correspondent cannot be in more than one place at one time, if alive. Admiral Dewey, with all his goodwill, had no information at his disposal, to indicate which place was likely to be best for getting all the news and communicating it to the outside world. "To go ashore and up-country with the rebels, living on native food and campfire in the woods, was the most promising way" to get first news of the fighting, for the Americans were not to take any further hand in hostilities for two or three weeks or perhaps more; but the sombre shadows of a tropical forest are a trifle too secluded from the communication point of view. The most magnificent story would no doubt be obtainable there but it would take so long to reach the public that its value would be more that of antiquarian reminiscences. On the other hand, the Admiral's kind offer of a temporary home on one of his ships was tempting in some ways. All means of communicating with the outside world were under the Admiral's control, and some of the correspondents therefore selected the steamer which placed them nearest to the channels of communication. But there was no way on board the ships; it is an excellent thing to arrange so as to send your news promptly, but—first catch your news. So I came to Manila, which seemed the best news-centre and not entirely deprived of mail facilities, thanks to the courtesy of Admiral Dewey and to foreign naval authorities. And Manila was bound to be an excellent place to live in. Even without a bombardment—Admiral Dewey has not yet first determined to avoid bombarding the town if he could, but doubted whether he would be able to entirely dispense with shelling—a beleaguered city is in any circumstances a centre of excitement. Sooner or later, food must run short, and then the starving section of the populace must be desperate, and may force the hand of the well-to-do. Moreover, the Spaniards were determined to fight to the last, and even an overwhelming force cannot capture a stubbornly defended town without severe fighting. Then the native troops would probably keep up an appearance of fighting on the Spanish side, as long as Spanish troops kept a look-out on them, and in the end would be mostly found on the other side, attracted chiefly by a desire to save their skins. Of the non-combatant natives with the Spaniards now, it is impossible to predict anything when the town falls. If it is to fall, they may at the last moment take arms on either side, but it seems just as likely that they will maintain an attitude of calm indifference, and sit still looking on to mere idle wood, as the Chinese did in many villages when invaded by the Japanese in 1895.

Manila consists of an ancient walled citadel, a large straggling business town, and a wide fringe of suburban townships where the business men have their private residences. The "intramuros" quarter ("Within the Walls") contains now only a skeleton in all its glory, Government offices, Governor-General's palace, Treasury, army and navy headquarters, and—more potent than all other head establishments of the rival religions orders, Cathedral, and the proverbial "few remaining monks" with which the Archbishop has erected a palace more imposing, more magnificent, than any other building in the place. The Citadel was built in the early days of Spanish colonisation, when there were frequent alarms and assaults from all sides, from sea by the English and Dutch, and sometimes by the pirate fleets of Mohammedan Malays from the southern islands; while the natives of Luzon have never been quiet for long at a time, and the present is by no means the first time the city has been threatened from the surrounding hills. The old walls, armed with guns as old, would do very well to hold an enemy in these days, but of all the scores of guns I have seen on the walls, I doubt if there is one which would have been even decently modern in Nelson's day. As an ornament, a relic of antiquity, a picturesque feature of the old city, they are very nice; but as a serious hope of salvation, against a powerful modern fleet, they are pitiable and ridiculous. There are indeed some better batteries along the sea front, under the walls, too. I think of ten-inch, under the walls, too. I think of ten-inch, under the walls, too. I think of ten-inch, under the walls, too.

smaller, all apparently quite modern, but in the main, the Spaniards are to be seen manning and preparing to use the ancient things which bring forcibly to mind the "wo-mo-jegalls" of China's recent wonderfully ludicrous war against Japan. Of the other guns, I cannot say much, because the Spaniards are so bitter against the British, and so suspicious of spies, that it is unsafe to be seen looking much at anything. But is palpable that, even with a good gun, there is absolutely no hope of saving the Citadel. Admiral Dewey chooses to bombard. He has a squadron full of guns that are good up to six thousands yards away, and at that range, a walled city is a good enough mark to ensure that every shot would tell. On the other hand, the Spaniards have not more than half a dozen guns that can do anything at six thousand yards, and they would not have a whole city to aim at, only six small gray specks, very easy to miss, and not easy to hurt even when hit. Conquer is a word, but to shoot up a crowd of women and children, and to shoot a stone wall and make the enemy bleed the wall down, is not courage, it is ghastly homicidal mania.

The walled city is in the angle of land at the south of the river's mouth. Along the



## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU J. S. Thompson.	MARSEILLES, LONDON and ANTWERP, via SINGAPORE Transhipping Cargo for JAVA PORTS, PENANG, COLOMBO and PORT SAID.	TUESDAY, 21st June, at 4 P.M.
YAMASHIRO MARU J. Jones.	NAGASAKI, KOBE & YOKOHAMA.	MONDAY, 27th June, at 4 P.M.
TOKIO MARU E. W. Haswell.	THURSDAY ISLAND, TOWNSVILLE, MACKAY, BRISBANE, SYDNEY and MELBOURNE.	FRIDAY, 1st July, at Daylight.
SANUKI MARU W. Townsend.	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 5th July, at 4 P.M.
MATSUMOTO MARU J. Nishii.	Kobe and YOKOHAMA.	THURSDAY, 7th July, at 4 P.M.
SAGAMI MARU T. Mural.	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.	FRIDAY, 8th July, at 4 P.M.
RIOJUN MARU A. E. Moses.	SEATTLE, WASH., U.S.A., via KOBE and YOKOHAMA.	THURSDAY, 14th July, at 4 P.M.

\*Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 17th June, 1898.

## Shipping.

## STEAMERS.

FOR SINGAPORE PENANG AND CALCUTTA.

THE Steamship  
"LIGHTNING,"  
Captain J. G. Spence, will be despatched for the above Ports TO-MORROW, the 18th instant, at Noon.  
For Freight or Passage, apply to  
DAVID SASSOON, SONS & CO., Agents.  
Hongkong, 17th June, 1898. [748]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SWATOW, CHEFOO AND TIENTSIN.

THE Company's Steamship  
"LOKSANG,"  
Captain W. G. G. Leek, will be despatched as above TO-MORROW, the 18th instant, at 4 P.M.  
For Freight or Passage, apply to  
JARDINE, MATHESON & Co., General Managers.  
Hongkong, 17th June, 1898. [752]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE &amp; YOKOHAMA.

THE Company's Steamship  
"RADNORSHIRE,"  
Commander Vyvan, will be despatched for the above Ports, on MONDAY, the 20th instant, at 5 P.M.  
For Freight or Passage, apply to  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 17th June, 1898. [753]

HAMBURG-AMERICA LINE.

(EAST ASIATIC SERVICE.)

FOR LONDON, HAMBURG AND ANTWERP.

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, Oporto, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

THE Company's Steamship.

"ADRIA,"  
Captain Reuter, will be despatched for the above Ports, on MONDAY, the 20th instant, to be followed by the  
S.S. "ARMENIA,"  
Captain Magla, sailing about the 30th June.  
For Freight, apply to  
CARLOWITZ & Co., Agents.  
Hongkong, 17th June, 1898. [673]

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship.

"MYRMIDON,"  
Captain Rolton, will be despatched as above on MONDAY, the 20th instant.  
For Freight, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 17th June, 1898. [747]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship.

"TAIYUAN,"  
Captain Nelson, will be despatched as above on WEDNESDAY, the 22nd instant, at 3 P.M.  
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.  
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.  
N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE, Agents.  
Hongkong, 17th June, 1898. [733]

"BEN" LINE OF STEAMERS.

FOR LONDON, VIA SINGAPORE.

THE Steamship.

"BENLAVERS,"  
Captain A. Webster, will be despatched as above on or about the 22nd instant.  
For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co., Agents.  
Hongkong, 17th June, 1898. [720]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship.

"AFRIDI,"  
will be despatched as above on the 25th June, 1898.  
S.S. "ATHAN," about 15th July, 1898.  
S.S. "MACDONALD," about 31st July, 1898.  
S.S. "SIKH," about 15th Aug., 1898.  
For Freight or Passage, apply to  
DODWELL, CARLILL & Co., Agents.  
Hongkong, 17th June, 1898. [498]

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship.

"ST. NINIAN,"  
will be despatched as above on or about the 1st July.  
To be followed by  
S.S. "CRAIGIARN," on or about 20th July.  
For Freight, &c., apply to  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 17th June, 1898. [735]

SAILING VESSEL.

FOR SAN FRANCISCO.

THE 100 A 1 British Ship.

"HAWTHORNBANK,"  
Greig, Master, will load here for the above port and will have quick despatch.  
For Freight, apply to  
SHEWAN, TOMES & Co., Agents.  
Hongkong, 17th June, 1898. [744]

Notice of Firm.

NOTICE.

MR. EDMUND SINGLETON WHEALER is authorized to sign our Firm Name from this Date.

DODWELL, CARLILL &amp; Co.

Hongkong, 17th June, 1898. [737]

## Mails.

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN and HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS:  
ALSO  
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Sachsen	Wednesday   22nd June.
Bayern	Wednesday   20th July.
Prinz Heinrich	Wednesday   17th Aug.
Darmstadt	Wednesday   14th Sept.
Preussen	Wednesday   12th Oct.
Sachsen	Wednesday   9th Nov.
Bayern	Wednesday   7th Dec.
Prinz Heinrich	Wednesday   4th Jan. '99.

ON WEDNESDAY, the 22nd day of June, 1898, at 9 A.M., the Company's Steamship "SACHSEN," Captain H. Supper, with MAILED, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 20th June. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 21st June, and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 21st June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.  
For further Particulars, apply to  
MELCHERS & Co., Agents.  
Hongkong, 25th May, 1898. [683]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for DAVARIA, PERSIAN GULF, COASTAL and AMERICAN PORTS.)

THE Steamship.

"CHUSAN,"  
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for STRAITS and BOMBAY, &c., on SATURDAY, the 25th instant, at Noon, taking Passengers and Cargo for the above Ports.  
Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.  
Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.  
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.  
For further Particulars, apply to  
H. A. RITCHIE, Superintendent.  
Hongkong, 17th June, 1898. [6]

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma ... 2,549 | A. Dixon ... July 2.  
Victoria ... 1,167 | J. Truebridge ... July 19.  
Olympia ... 1,608 | T. H. Dobson ... Aug. 6.  
Arizona ... 5,205 | J. Patton, R.N.R. ... Aug. 23.

ALSO FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Mogul ... 1,654 | C. H. Butler ... June 27.  
Granat ... 1,601 | E. Porter ... Aug. 13.  
Dixie ... 1,654 | W. H. Wright ... Sept. 10.  
Columbia ... 2,605 | A. Gow ... Oct. 1.

VIA VICTORIA, B.C.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table, DOCTOR and STEWARDESSES carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

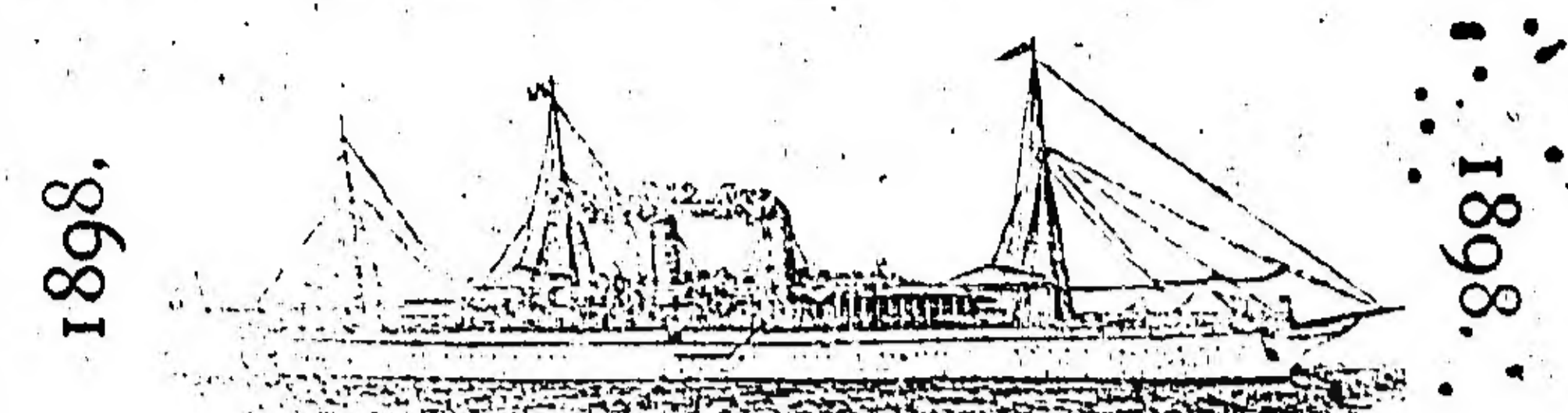
Consular Invoices of Goods for United States Ports, should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information apply to  
DODWELL, CARLILL & Co., General Agents.  
Hongkong, 17th June, 1898. [1]

## Mails.

## CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.



## SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 29th June, 1898.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 20th July, 1898.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 10th August, 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 13 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddar's Street.

Hongkong, 8th June, 1898.

## OCCIDENTAL &amp; ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 5th July, at Noon.

Belle (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 26th July, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Saturday, 13th Aug., at Noon.

THE Company's Steamship.

"DORIC,"

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA &amp; HONOLULU, on TUESDAY, the 5th July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, on embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 17th June, 1898.

F. BLACKHEAD &amp; CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

PRAYA CENTRAL, HONGKONG.

SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S RAHTIENS GENUINE COMPOSITION RED HAND BRAND. HARTMAN'S GREY PAINT. DAINIEL'S PATENT MOTOR LAUNCHES.

Sole Agents for FERGUSON'S SPECIAL CREAM and P. &amp; O. SPECIAL LIQUOR SCOTCH WHISKY, &amp;c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

AT REASONABLE PRICES.

Hongkong, 17th May, 1898.

## U. S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Atlix (via Nagasaki, Kobe and Yokohama) ... Saturday, 25th June, at Daylight.  
hama) ... (For Cargo only).

Pera (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Thursday, 4th Aug., at Noon.

City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) ... Tuesday, 23rd Aug., at Noon.

THE U. S. Mail Steamship.

"AZTEC,"

will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA, on SATURDAY, the 25th June, at Daylight, taking States, and Passengers and Freight for Japan, the United States.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland-Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS, also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freights will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. each day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.

Hongkong, 10th June, 1898.

FOR SALE.

A PAMPHLET containing the Series of Articles by the Telegraph's Special Correspondent entitled "HINDRANCES TO THE DEVELOPMENT OF TRADE IN KWANGTUNG AND KWANGSI."

ALSO The new TRANSIT PASS RULES, providing for the sale of goods en route to inland markets.

PRICE, 50 CENTS PER COPY.  
"HONGKONG TELEGRAPH" OFFICE.

Printed and Published by ETHELBERG FORBES SKETCHLEY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

## TO PREVENT CONSUMPTION.

Only one way is known. Increase vitality by making the system assimilate the right nourishment. It enriches the blood, assists in making healthy flesh, restores body heat and vigorous action of the vital organs, and prevents the germs from taking root in the lungs.

## Scott's Emulsion

is the most successful means for building up a weakened system. It is easily assimilated, and often cures advanced stages of this dreadful disease. Prepared by SCOTT & BOWNE, Limited, London. Sold by all Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS &amp; Co., Hongkong.

## THE NEW FRENCH REMEDY.

## THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Roustan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections, the use of which does irreparable harm by laying the foundation of fistulous and other serious diseases. In dysentery, piles, irritation of the lower bowels, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

THERAPION No. 2, for impurity of the blood, security, pimples, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, sarsaparilla, &c., to the detriment of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climate, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 9/6 and 4/6 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON &amp; Co., Limited, Hongkong, China and Manila.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates notifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong:—A. S. WATSON &amp; Co., Hongkong, 1st September, 1896.

## THE LEADING CATERERS.

COMPARE OUR MENU, BILLIARD TABLES and LIQUORS to all others.

THE GRILL ROOM, Hongkong, 1st September, 1897.